RAILROADS.

1862. THE 1862.

PITTSBURGH FT. WAYNE & CHICAGO RAILWAY,

TO ALL POINTS IN THE WEST,

SOUTH WEST AND NORTH WEST.

SUMMER ARRANGEMENT.

Commencing May 5th, 1862.

TIME TO CINCINNATI AS QUICK, and to Indianapolis, St. Louis and Chicago shorter than by any other route.

WESTWARD TRAINS.

	Fast Line.	Mail	Express.
Leaves			
Pittsburgh	1,00a. m.	7,10 a. m.	12,50 p. m.
Allegheny	1,10 a. m	7,20 a. m.	1,00 p. m.
Arrives			
Crestline	3,20 a. m.	5,20 p. m.	8,30 p. m.
Ft. Wayne	2,10 p. m.		2,25 a. m.
Chicago	8,35 p. m.		8,35 a. m.

FOR COLUMBUS, CINCINNATI & ST. LOUIS.

Leaves			
Crestline	3,45 a. m.	7,26 p. m.	8,50 p. m.
Arrives at			
Columbus	11,30 a. m.		10,15 p. m.
Cincinnati	4,20 p. m.		5,40 a. m.
St Louis	9,25 a. m.		9,00 p. m.

FOR INDIANAPOLIS AND ST. LOUIS.

Leaves			
Crestline	3-50 a. m.		8,50 p. m.
Arrives at			
Indianapolis	6,30 p. m.		5,45 a. m.
St. Louis	7,50 a. m.		6,45 p. m.

All Trains through to Chicago without change of Cars.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

EASTWARD TRAINS
ARRIVE AT PITTSBURGH.

Chicago Express.....2,00 a. m
Chicago Mail.....3,10 p. m
Cincinnati and St. Louis Express.....7.45 p. m

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

Leaves Allegheny	Arrive New Brighton	Leave New Brigton	Arrive Allegheny
9,00 a m	10,45 a m	5,15 a m	6,50 a m
12,00 m	1,30 p m	6,45 a m	8,30 a m
4,40 p m	6,45 p m	12,20 p m	2,00 p m
6,30 p m	8,15 p m	3,20 p m	5,00 p m

MARKET TRAIN.

Leaves Allianca at.....5,30 a. m.
Arrives at Allegheny at.....10,30 a. m.
Leaves Allegheny at.....2,10 p. m.
Arrives at Allianco.....8,00 p. m

Trains are run by Columbus time, which is 12 minutes slower than Pittsburgh time.

Tickets good on the accommodation and market trains are sold at reduced prices.

The 6,30 p m accommodation train connects at New Brighton with packets for New Castle.

Through trains connect as follows:—

At Enon, with stages for New Castle, Mercer, Youngstown, &c.

At Orrville, Ohio, to and from Millersburgh, Akron, Cuyahoga Falls, etc.

At Mansfield, Ohio, for Mount Vernon, Shelby, Sandusky, Toledo, Detroit, etc.

At Crestline, for Delaware, Springfield, Columbus, Cincinnati, Xenia, Dayton, Indianapolis, Saint Louis, Louisville, etc.

At Lima, for Sidney, Detroit, Dayton, Toledo etc.

At Fort Wayne, for Peru, Lafayette, Ind., Saint Louis, Quincy, Keokuk, St. Joseph and intermediate points in Central Indiana and Illinois.

At Plymouth for Laporte.

And at Chicago, with trains for all points in Illinois, Missouri, Iowa, Wisconsin and Minnesota.

For further information, and through tickets apply to. GEORGE PARKIN, Ticket Ag't, Union Passenger Station, Pittsburgh.

and A. G. CASSELBERRY Agent, Allegheny.

JOHN B. JERVIS, General Superintendent.

WM. P. SHINN, General Passenger Agent

CLEVELAND, PITTSBURGH AND WHEELING RAILROAD.

SUMMER ARRANGEMENT.

On and after MONDAY, MAY 5th, 1862, Trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

PITTSBURGH, COLUMBUS & CINCINNATI SHORT LINE, VIA STEUBENVILLE.

Leaves Pittsburgh	1,00 a. m.	12,50 p. m.
do Steubenville	4,00 "	4,00 "
do Newark	9,50 "	10,15 "
do Columbus	11,10 "	11,45 "
Arrives Cincinnati	4,20 p. m.	5,40 a. m.
" St. Louis	7.50 a. m.	6,46 p m

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves			
Pittsburgh	1,00 a m	6,10 a m	12,50 p m
Wellsville	3,00 "	8,14 "	3,05 "
Steubenville	4,00 "	9,16 "	4,00 "
Wheeling	4,54 "	10,23 "	4,55 "
Arrives			
Bellair	5,05 "	10,40 "	5,05 "

Connecting at Wheeling with Baltimore and Ohio Railroad, and at Bellair, with Central Ohio Railroad for Zanesville, Lancaster, Circleville, Columbus and Cincinnati, Indianapolis and Saint Louis and points west.

PITTSBURGH AND CLEVELAND LINE.

eaves Pittsburgh	1,00 a. m.	12,50 p. m.	
do Wellsville	4,25 "	3,00 "	
do Bayard	6,10 "	4,14 "	
do Alliance	6,43 "	4,40 "	
do Hudson	8,00 "	5,42 "	
Arrives Cleveland	9,15 "	6,30 "	

Connecting at Bayard with Tuscarawas branch for New Philadelphia and Canal Dover; at Alliance with Pittsburgh, Fort Wayne and Chicago Railroad at Hudson, with Cleveland, Zanesville and Cincinnati R R for Akron, Cuyahoga Falls and Millersburg, and at Cleveland with C and E R R for Erie, Dunkirk, and Buffalo, with C & T R R for Toledo, Detroit, Chicago and the northwest.

Wellsville Accommodation leaves at 4.00 p. m. Returning Trains arrive at 2,20 a m, 9,15 a m, 3,25 and 8,00 p m.

Through tickets to all prominent points in the west, southwest, north or northwest, can be procured at the Liberty street depot, Pittsburgh.

JOHN STEWART, Ticket Agent.

For further particulars apply to WILLIAM STEWART, Agent, At the Company's office in Freight Station, Penn street. no27

1862. 1862.

SUMMER ARRANGEMENT.

ON AND AFTER MONDAY, MAY 5th.

PENNSYLVANIA CENTRAL RAILROAD.

EIGHT DAILY TRAINS.

THE THROUGH MAIL TRAIN leaves the passenger Station every morning (except Sunday) at 2,50 a m, stopping only at the principal stations, and making direct connections at Harrisburg for Baltimore and Washington, and for New York via the Allentown route.

THE THROUGH EXPRESS TRAIN leaves daily at 3,50 p m, stopping only at principal stations, making direct connection at Harrisburg for Baltimore and Washington, and for New York via Allentown route.

THE FAST LINE leaves the station daily, (except Sunday) at 8,20 p. m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington.

THE LOCAL FREIGHT TRAIN, with Passenger Car attached, leaves the passenger station every morning (Sundays excepted) at 8,30 a. m., running as far as Conemaugh, and stopping at all stations.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN, leaves daily (except Sunday) at 2,45 p. m., stopping at all stations and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday,) at 6,40 a. m.

SECOND ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 11,00 a. m.

THIRD ACCOMMODATION TRAIN for Wall's station leaves daily, (except Sunday) at 4,00 p. m.

FOURTH ACCOMMODATION TRAIN for Wall's station, leaves daily, (except Sunday) at 6,15 p. m.

RETURNING TRAINS

ARRIVE IN PITTSBURGH AS FOLLOWS:

Express.....12,25 p. m
Mail.....12,05 a. m.
Fast Line.....12,35 a. m.
Johnstown Accommodation.....10,05 a. m.
1st Wall's Station Accommodation.....6,30 a. m.
2d Wall's Station Accommodation.....8,35 a. m.
3d Wall's Station Accommodation.....1,00 p. m.
4th Wall's Station Accommodation.....6,10 p. m.

Trains for Blairsville and Indiana connect at Blairsville Intersection with Express and Johnstown Accommodation East and West, and also, with Local Freight, East and West.

The Traveling Public will find it greatly to their interest, in going East or West, to travel by the PENNSYLVANIA RAILROAD, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone, and is entirely free from dust. We can promise Safety, Speed, and Comfort to all who may favor this Road with their patronage.

FARE:

TO NEW YORK	$12,50
PHILADELPHIA	10,00
BALTIMORE	9,50
LANCASTER	8,35
HARRISBURG	7,45

Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia, Baltimore and New York.

Passengers purchasing tickets in cars will be charged an excess according to distance travelled in addition to the station rates, except from stations where the company has no agent.

NOTICE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey passengers and baggage to and from the depot, at a charge not to exceed 25 cents for each passenger and baggage.

For tickets apply to

J. STEWART, Agent,

At the Penna. R. R. Passenger Station on Liberty and Grant streets. no23

NOTICE—GAS FIXTURES OF EVERY description repaired or rebronzed, and altered to Burn Carbon Oil at the Gas Fitting and Plumbing shop of WELDON & REINEKE, ap10 154 Wood street near 6th

BASE BALLS AND WILLOW BATS for sale by BOWN & TETLEY, je7 136 Wood street.

RAILROADS.

NEW ROUTE VIA RIVER AND RAILROAD.

INDIANAPOLIS AND CINCINNATI R. R.

Connecting at Indianapolis with Terre Haute, and Terre Haute and Alton Railroad, to St. Louis and Lafayette and Indianapolis, New Albany and Salem and Michigan Central Railroads for CHICAGO, ROCK ISLAND, BURLINGTON, and all intermediate points.

Through Freight Train to INDIANAPOLIS, TERRE HAUTE, LAFAYETTE and PERU.

Freights and passengers carried from Cincinnati or Lawrenceburg in less time than by any other route by twenty-four hours, and at as low rates. The only road by which shipments can be made from Cincinnati to the West, without breaking bulk.

Consignments made to J. E. GIBBONS, Agent at Cincinnati, or W. B. CUTTING, Agent at Lawrenceburgh, will receive prompt attention, and no charge for commission; NO CHARGE FOR DRAYAGE OR COMMISSION AT LAWRENCEBURG.

For further information apply to THOMAS RATIGAN, (No. 115 Water street,) agent of the Company, who is prepared to give THROUGH RECEIPTS for passengers and freight to Indianapolis, Terre Haute, Lafayette, Chicago, Peru, Greencastle, Crawfordsville, Charleston, Paris and Mattoon, &c., &c.

H. F. LORD, President.

JOHN F. CHEEK, General Freight Agent. mh3

1862. IMPORTANT. 1862.

ALL PERSONS PURCHASING TICKETS FOR SAINT JOSEPH.

And other points in Northern Missouri, the States of Kansas, or the Territories, should insist on having tickets that read by the

NORTH MISSOURI RAILROAD

The only rail route from St. Louis to St. Joseph. It is the shortest and quickest line by thirteen hours to the remotest point reached by rail, and is always as cheap as any other.

Buy your Tickets to Kansas and all points in Northern Missouri by the North Missouri Railroad. ISAAC H. STURGEON,

Pres't and Gen'l Supt. North Missouri R. R.

HENRY H. SIMMONS, Gen'l Traveling Agent St. Louis.

UPHOLSTERING.

UPHOLSTERY,

NO. 85 FOURTH ST., NEAR WOOD.

THE SUBSCRIBERS MANUFACTURE and keep constantly on hand every article in their line, viz: Cornices, Ornaments, Curtain Goods, Comforts, Feather Beds, Mattrasses of all kinds; also, the celebrated Patent Spring Beds. All kinds of Shades, Blinds and Fixtures.

Prompt attention given to all orders for fitting and laying down Carpets, Oil Cloths, &c.

oct17:lyd ROBERTS & ROENIGK.

HOTELS AND RESTAURANTS.

YOUNG'S

WHOLESALE OYSTER DEPOT,

AT THE OLD STAND

CORNUCOPIÆ RESTAURANT,

NO. 40, FIFTH STREET,

WHERE FAMILIES, HOTELS, RESTAURANTS and the trade generally can be supplied with Cheapeake Bay Oysters, at the lowest wholesale rates. Country trade solicited.

ELI YOUNG, Proprietor.

Young's Eating Saloon,

CORNER VIRGIN ALLEY AND SMITHFIELD STREETS;

Where OYSTERS and all the delicacies of the season will be served up in the most polatable style. ELI YOUNG,

oct4 corner Virgin alley and Smithfield st.

SAVAGE HOUSE,

No. 350 Liberty Street,

Next to Pennsylvania Passenger Depot,

JOHN SAVAGE; Proprietor.

HAVING TAKEN AND FITTED UP, at a great expense, with all the modern improvements, this popular resort, the subscriber is prepared to accommodate his friends and the public generally, with the best the market affords.

OYSTERS will be served up in every variety of style, during the season. His Wines, Liquors and Ales he feels confident in recommending to the public for their excellence.

Can, Bucket and Shell Oysters received daily and sold wholesale and retail. my23:lyd

SEETIN'S OLD STAND,

IN THE DIAMOND,

THOS. STONE, Proprietor.

HAVING TAKEN AND FITTED UP, with all the modern improvements, this popular resort, the subscriber is prepared to accommodate his friends and the public generally, with the best the market affords.

OYSTERS will be served up in every variety of style during the season.

LIQUORS and ALES he feels confident in recommending to the public for their excellence.

MEALS served up at all hours, and DAY and NIGHT BOARDERS taken. ap4:ly

OUR HOUSE,

NO. 32 DIAMOND ALLEY,

PITTSBURGH.

THE SUBSCRIBER ANNOUNCES to the public that he is in daily receipt of FRESH SHELL AND CAN OYSTERS, GAME, &c., and is prepared to accommodate the patrons of this old and well known house with everything in the eating and drinking line at the shortest notice. JOHN SHALER,

jal0:ly Proprietor.

EXCELSIOR

OYSTER AND EATING HOUSE,

No. 111 Wood Street, Pittsburgh.

WHOLESALE AND RETAIL DEALERS IN

LAKE AND EASTERN FISH,

FRESH PHILADELPHIA AND BALTIMORE OYSTERS AND WILD GAME.

All in their Proper Season.

no26 GEO. REINEMAN & CO.

MANSION HOUSE, GEO. AURENTZ, Proprietor, No. 344 Liberty street, just beside the Passenger Depot of the Pennsylvania Railroad, which makes it the most convenient house in the city for passengers arriving by that road.

The proprietor having, at considerable expense, fitted up, in excellent style, the MANSION HOUSE, would respectfully solicit a share of public patronage. His Larder and Bar will be furnished with the best the market can afford. fel:ly

WINES AND LIQUORS.

WILLIAM BENNETT,

IMPORTER AND DEALER IN

Brandies, Cordials, Wines, Old Monongahela and Rectified Whiskey,

NO. 120 WOOD STREET, Pittsburgh

fe22:6m

WILLIAM CLAYTON,

WHOLESALE AND RETAIL

LIQUOR MERCHANT,

No. 37 Diamond Alley,

near Wood street, Pittsburgh, Pa.

Always on hand, Blackberry, Cherry and Cognac Brandies, Old Monongahela Rectified Whiskey, &c. mh16

TALLOW, OIL AND GREASE—10 bbls Tallow, 25 bbls Grease; In store and for sale by F. SELLERS & CO. no20 Penn street, Pittsburgh.

THE MOST COMPLETE WHOLESALE Jewelry ESTABLISHMENT IN THE WEST. J. R. GARDINER. ap10 62 FIFTH STREET.

ROLL BUTTER—1 barrel Fresh Roll Butter; 1 box do do just received by express and for sale by JAS. A. FETZER, ap21 Corner Market and First street.

CO-PARTNERSHIP—HAVING ASsociated with us in the Real Estate and General Commission Agency Business; R. B. CUTHBERT, our business will hereafter be conducted in the name of S. CUTHBERT & SONS.

S. CUTHBERT.....S. L. CUTHBERT.....R. B. CUTHBERT

S. CUTHBERT & SONS, REAL ESTATE and General Commission Agents, 51 MARKET STREET, Pittsburgh, attend to the sale of Real Estate, Collection of Rents, &c., and settlement of estates of persons deceased. ap2

SOAPSTONE — 25 BARRELS POWdered Soapstone received and for sale by my2 HENRY H. COLLINS.

MCCLELLAND'S SHOE SALE THIS DAY.

BECKHAM & LONG, WHOLESALE and Retail dealers in all kinds of Agricultural Implements, Garden and Field Seeds. No. 127 Liberty street, next door to Hare's Hotel. ap29

INSURANCE.

FIRE INSURANCE

BY THE

RELIANCE MUTUAL INSURANCE COMPANY,

OF PHILADELPHIA,

On Buildings, Limited or Perpetual, Merchandise, Furniture, &c., in town or country.

OFFICE NO. 308 WALNUT STREET.

Cash Capital, $229,510 00.
Assets, $303,508 96.

Invested as follows, viz:

First Mortgages or Improved City Property, worth double the amount	$155,605 00
Ground rent, first class	2,462 50
Pennsylvania Railroad Co's 6 ⅌ cent. Mortgage Loans, $30,000, cost	27,900 00
Philadelphia city 6 ⅌ cent. loan	30,000 00
Allegheny County 6 ⅌ cent. Pennsylvania Railroad Loans	10,000 00
Collateral loans, well secured	2,500 00
Huntingdon and Broad Top Mountain Railroad company, mortgage loan	4,000 00
Pennsylvania Railroad Co. Stock	4,000 00
Stock of Reliance Mutual Insurance Company	24,350 00
Stock of County Fire Insurance Co.	1,050 00
Stock of Delaware M. S. Insurance Co.	700 00
Commercial Bank do	5,135 01
Mechanics' Bank do	2,012 50
Union M. Insurance Co's Scrip	160 00
Bills Receivable, business paper	16,297 18
Book Accounts, secured interest, etc.	6,216 72
Cash on hand and in hands of agents	11,385 15
	$303,508 36

CLEM TINGLEY, President.

DIRECTORS.

Clem Tingley,	Samuel Bispham,
Wm. R. Thompson,	Robert Steen,
Frederick Brown,	William Musser,
Cornelius Stevenson,	Benj. W. Tingley,
John R. Worrel.	Marshall Hill,
S. C. Ogden,	Z. Lothrop,
Robert Toland,	Charles Leland,
Frederick Lennig,	Jacob T. Bunting,
Charles S. Wood	Smith Bowen,
James S. Woodward,	John Bissell, Pittsburgh.

B. M. HINCHMAN, Secretary.
J. GARDNER COFFIN, Agent,
mylo Northeast corner Third and Wood sts.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY—INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835. OFFICE, S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA. MARINE INSURANCES on Vessels, Cargo and Freight, to all parts of the world. INLAND INSURANCES on Goods, by Rivers, Canals, Lakes, and Land Carriages, to all parts of the Union. FIRE INSURANCES on Merchandise generally, on Stores, Dwelling Houses, &c.

DIRECTORS.—William Martin, Edmund A. Souder, Theophilus Paulding, John N. Penrose, John C. Davis, James Tranquair, Wm. Eyre, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, Dr. R. M. Huston, Geo. G. Lieper, Hugh Craig, Charles Keller, Samuel E. Stokes, J. F. Peniston, Henry Sloan, Edward Darlington, H. Jones Brooke, Spencer M'Ilvain, Thos. C. Hand, Robert Burton, Jr., Jacob P. Jones, James B. M'Farland, Joshua P. Eyre, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger, do.

WILLIAM MARTIN, President.
THOS. C. HAND, Vice President.
Henry Lyburn, Secretary.
P. A. MADEIRA, Agent,
je22 No. 65 Water street, Pittsburgh.

INDEMNITY AGAINST LOSS BY FIRE.

THE FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, OFFICE: NO. 435 and 437 CHESTNUT STREET, near Fifth.

STATEMENT OF ASSETS, JAN. 1st, 1860. Published Agreeably to An Act of Assembly, being:

First Mortgages, amply secured	$1,896,393 88
Real Estate, (present value $109,313 61,) cost	102,995 25
Temporary Loans on ample Collateral Securities	89,135 56
Stocks, (present value $86,057 72,) cost	89,786 66
Notes and Bills Receivable	1,621 00
Cash	27,919 33
	$2,208,051 68

The only profits from premiums which this company can divide by law, are from risks which have been determined.

Insurances made on every description of Property, in Town and Country, at rates as low as are consistent with security.

Since their incorporation, a period of thirty years, they have paid losses by Fire, to an amount exceeding Four Millions of Dollars, thereby affording evidence of the advantages of Insurance, as well as the ability and disposition to meet with promptness all liabilities.

Losses paid during the year 1859, 862,153 36.

DIRECTORS.

Charles W. Bancker,	Mordecai D. Lewis,
Tobias Wagner,	David S. Brown,
Samuel Grant,	Isaac Lea,
Jacob R. Smith,	Edward C. Dale,
George W. Richards,	George Fales,

CHAS. N. BANCKER, President.
EDWARD C. DALE, Vice President.
Wm. A. Steel, Secretary pro tem.
J. GARDNER COFFIN, Agent,
my16 Northeast cor. Third and Wood sts.

WESTERN INSURANCE COMPANY, OF PITTSBURGH.

GEORGE DARSIE, President.
P. M. GORDON, Secretary.

Capt. R. D. COCHRAN, Gen'l Agent.

No. 92 Water street, (Spang & Co's Warehouse, up stairs,) Pittsburgh.

Will insure against all kinds of FIRE and MARINE RISKS.

A Home Institution managed by Directors who are well known in the community, and who are determined, by promptness and liberality, to maintain the character which they have assumed, as offering the best protection to those who desire to be insured.

ASSETS, OCTOBER 30th, 1861.

Stock Accounts	$ 63,000 00
Mortgage	2,160 00
Office Furniture	250 00
Open Accounts, etc	7,809 43
Cash	18,351 99
Premium Notes	27,005 20
Notes and Bills discounted	174,075 14
	$288,251 76

DIRECTORS.

R. Miller, Jr.,	James M'Auley,
Nathaniel Holmes,	Alexander Nimick,
George Darsie	Wm. H. Smith,
Chas. W. Ricketson,	Andrew Ackley,
Alexander Speer,	David M. Long,
Rees J. Thomas,	Benj. Bakewell,

John R. M'Cune. my18

CITIZENS' INSURANCE COMPANY OF PITTSBURGH

INSURES STEAMBOATS AND CARGOES.

SAMUEL REA, Secretary.
WM. BAGALEY, President.

Office, Cor. of Market and Water Sts.,

Insures against Loss and Damage in the Navigation of the Southern and Western Rivers, Lakes, and Bayous, and the Navigation of the Seas.

Insures against Loss and Damage by Fire.

DIRECTORS.

Wm. Bagaley,	Jas. Park, Jr.,
Wm. G. Johnston,	B. F. Jones,
Rees Owens,	T. M. Howe,
B. Preston,	George Bingham,
S. M. Kier,	John Shipton,
Jas. M. Cooper,	S. Harbaugh,
J. Caldwell,	John S. Dilworth,

C. H. Zug.
mh29:lydh

PHILADELPHIA FIRE AND LIFE INSURANCE COMPANY,

NO. 149 CHESTNUT STREET,

Opposite the Custom House.

Capital.....$219,100 Assets.....$304,948.

WILL MAKE ALL KINDS OF INSURANCE, either Perpetual or Limited, on every description of Property or Merchandise, at reasonable rates of premium.

ROBERT P. KING, President.
M. W. BALDWIN, Vice President.

DIRECTORS.

Charles Bayes,	K. R. Cope,
E. B. English,	George W. Brown,
F. B. Savery,	Joseph S. Paul,
C. Sherman,	John Clayton,
S. A. Maurer	E. Wiler,

F. Blackburn, Secretary.
J. G. COFFIN, Agent.
jy4:ly Corner Third and Wood streets.

THE DOUGLAS MEMORIAL.—THE DIPLOMA OF MEMBERSHIP of the DOUGLAS MONUMENT ASSOCIATION, beautifully engraved on steel, about nine by twelve inches dimensions, is now ready for distribution to the subscribers to the monument fund.

To all persons forwarding to the Association one dollar or more, will be sent one of these diplomas, properly executed.

To contributors in the sum of TWO DOLLARS or more will be furnished gratuitously, besides the diploma, a beautiful imperial size

Steel Engraving of Judge Douglas,

21 by 17 inches.

Contributors in the sum of ONE DOLLAR will become life members of the Douglas Monument Association; in the sum of TWENTY DOLLARS, honorary life members, and in the sum of ONE HUNDRED DOLLARS, honorary life members of the Board of Trustees.

Local receivers and solicitors for contributions are being authorised in the loyal States.

Pamphlets and circulars containing the organization, constitution, by laws, and the appeal of the Association, will be sent to all who will forward their address.

Communications should be directed to the "Secretary Douglas Monument Association," Chicago, Illinois.

All editors who will insert this card in their daily, weekly or tri-weekly issues three months' with an occasional notice to abrease the object in view, will have forwarded to them immediately diplomas as honorary life members of this association, also a copy of the above portrait, upon the receipt by the society of a copy of their paper containing this announcement.

WALTER B. SCATES, President.
Jel0 LEONARD W. VOLK, Secretary.

COOPERS, CARPENTERS AND Stone Cutters Tools for sale by my3 BOWN & TETLEY, 136 Wood street.

THE PITTSBURGH POST

Published every morning, [Sunday's excepted.] Corner Fifth and Wood Streets.

TERMS $6 PER ANNUM, IN ADVANCE.

Delivered by carriers 12 cents per week.

RATES OF ADVERTISING.

Square, one time	50
" three times	$1 00
" one week	1 75
" one month	5 00
" three months	12 00
" six months	18 00
" nine months	24 00
" one year	30 00

TEN LINES make a square. About eight words average a line.

Business notices, inserted on the local page, ten cents a line each insertion.

The Saturday Morning Post

Issued from the same office every Saturday morning.

Terms $1 per annum, in advance

Single copies, ready for mailing, FIVE CENTS.

Address JAMES P. BARR
Editor and Proprietor

Advertising at reasonable rates.

FRIDAY MORNING, JUNE 20.

FROM GEN. M'CLELLAN'S ARMY.

The Railroad Cut Behind McClellan!—Immense Damage by 160 of Stonewall Jackson's Cavalry—Necessity of Reinforcing McClellan.

Correspondence of the New York Tribune.

SAVAGE'S, Saturday, June 14.

Washington, aye, and New York, must have shivered last night with apprehension for the safety of the army of the Potomac, and have gone into a spasmodic bawling for the instant re-enforcement of McClellan. 'Tis by such lessons as Jackson taught us that Washington and New York learn wisdom. Fear, and not reason, is the educator of most communities, in a period of war.

The down train from our advance last evening to the White House was attacked by the enemy, about four miles from the latter station, which is the terminus of the road. This road is the principal machine which supplies our army with food and ammunition, and which rapidly moves troops from the transports to the point.—It is indispensable to the army—literally indispensable. 'Twas soldierly audacity which led a squadron of 160 Rebel cavalry around our right, right down to the track, and there awaited just about moonrise for the train.

A rail previously removed secured the stoppage of the cars—the cutting of the telegraph wire secured the enterprise from publicity and from interruption. When the expected train came opposite the ambush it was fired on. Six men in the cars and on their roofs are said to have been instantly killed. A Colonel and Major, supposed to have been on the train, are said to be missing. A captain and eight privates are positively said to have been captured. The cavalry finished their work by burning part of the train and damaging the road so extensively that not a car traversed the line from 8 in the evening till 11 next forenoon.

This was bad enough in its direct and positive effects, not to speak of its suggestions. But more remains. These bold horsemen forraged close up to the White House, and carried terror with them, and wasted furiously as they went. They plundered and burned several vessels in the Pamunky River, swooped down on a huge wagon train, and, 'tis said, burned a forage train of full 60 wagons, killed a number of teamsters, and made so decided an impression on the nerves of authority at the White House, that the sick, wounded, and women were hurried on board the steamer Spaulding, which has the safeguard of iron plating. Steam was instantly gotten up on all the other vessels in the stream, and very many of them dropped from their moorings and went below to positions of fancied security.

This shows what 160 men can do. Whose men were these? *'Tis positively said they were Stonewall Jackson's!* This active rebel General's army has wholly escaped Fremont, and is now on our flank. So the country people North of us say. And I believe it to be true.

Will not New York and Washington now see to it that McClellan is re-enforced? I was never an alarmist. *But I tell the people of the North that they had better demand in the thunder tones of the President, instant re-enforcement of the army of the Potomac.* S. W.

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